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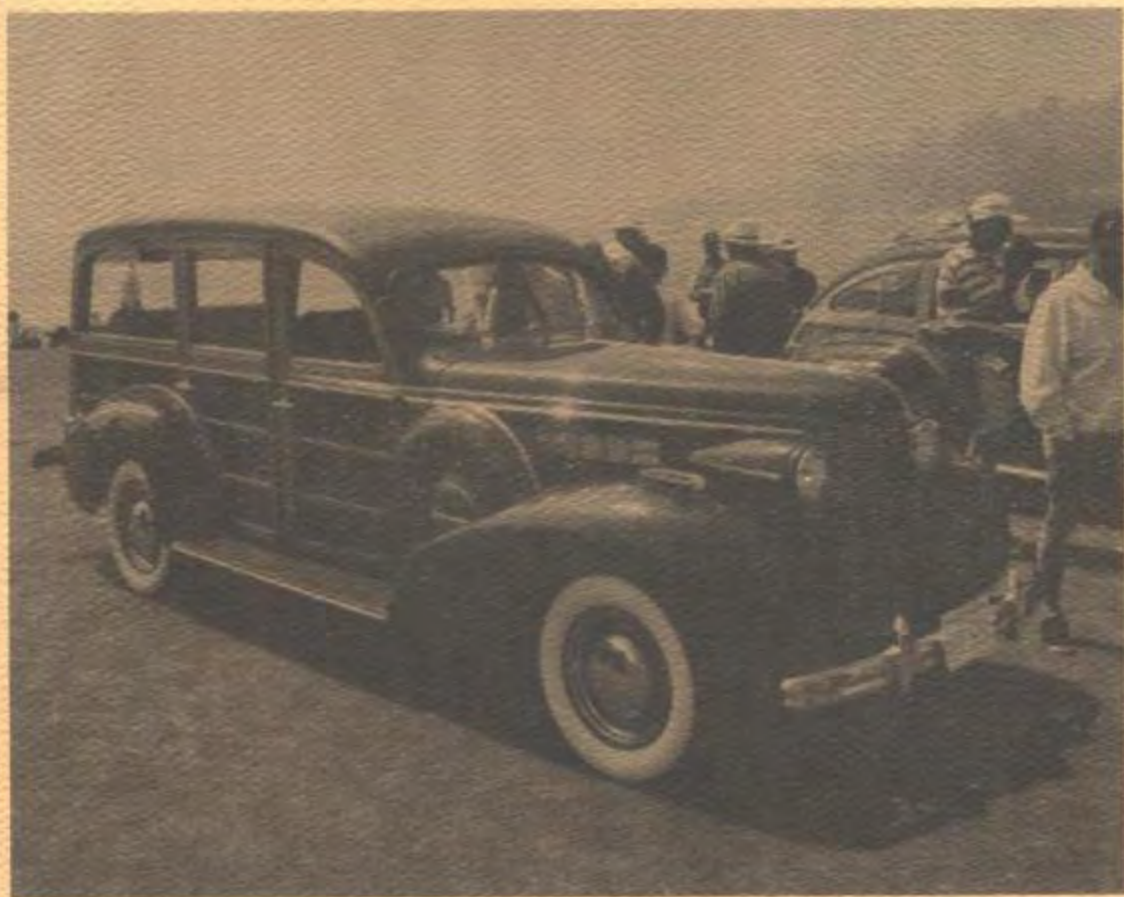
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≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XII • NUMBER 1 • SEPTEMBER/OCTOBER • 1993

BUICK
1937  1938

TORQUE TUBE

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The 9th Cylinder

Well, we're starting Volume XII, 13 years after **Dave Lewis** sent out Volume I, Number 1 of the '37-'38 *Swap N' Sell News Bulletin* in 1980. We ended our publishing year August 31st with over 460 members. Those of you reading this have renewed. Hopefully we won't lose too many old members.

Do any members have any interesting period photos or stories about our Buicks? I can often turn these into articles such as the one on "Our Buicks in the Movies" several issues back. This article came about because of information **Terry King** (#826) sent me plus movie still photos from **Gary Glazier** (#1005). I will re-photograph your original photos (including photos from your family album even if they are small) and return them to you within a week of receiving them. I know these photos are priceless to you and your family, so if you send them to me with a description, I'll give you the story credit and send them back ASAP.

Members often phone me for parts. I am willing to help as much as I can, but I suggest that first you go through any of the back issues of the *Torque Tube* for a year or so and see who is selling parts. Give them a call, they may have the part you're looking for. Some of the sellers of parts have access to many other part sellers and could suggest someone who just might have it.

A footnote to a story we did on a 1938 66C Century Convertible two issues back. The 66C has been owned by **Ron Stigler** (#432) of Downer's Grove, IL. since 1981. Ron reports that he has spoken and reminisced with 86 year old Russell Elliott who purchased the car in 1940 and owned it for 36 years.

Walter Smith (#822) also spoke with Russell. Walter owns a 38-66C and lives near Russell in the Lancaster/Palmdale area of California. He plans to give him a ride soon in his Century convertible. Walter, please take some photos for the *Torque Tube*. It'd make a great conclusion to this story. Thanks.

My wife Margo and I won third place with our 1938-66S at the San Lorenzo Valley Meet in Ben Lomond, CA. (Please see photo on page 2) **Saul Hoffman** (#666) and his wife Taffy hosted a group of antique cars at their lovely home in the redwoods of the Santa Cruz Mountains the evening prior to the meet.

Saul also arranged a tour of the Ed Morgan antique auto collection. Ed has about 25 cars including a 1904 Cadillac, 1912 Packard, 1919 Marmon, 1935 Auburn Boattail Speedster and a 1939 Mercedes that was once a staff car with Rommel's Afrika Korps! Ed is a slim, trim energetic man in his late 70's who is a walking encyclopedia on old cars. Years ago, he started



FOUNDED IN 1980 BY DAVE LEWIS



the Arrow Development Company (ADC) in Mountain View, CA. Arrow, now based in Utah, is one of the world's top designers and manufacturers of the new age hi-tech Amusement Park thrill rides. One of the theme parks that used ADC to develop thrill rides, that I'm familiar with, is Paramount's Great America, locally based here in Santa Clara, California.

Often I receive nice long letters from members telling me about their Buicks without any photographs to go along with their story. I'd like to put these stories in the **Torque Tube** but I'm sure you'll agree it's a lot more interesting to read and SEE a photo of a member with his car than text alone. So please, send several photos for me to select from with your letters. Thanks.

Harry



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COVER CAR

At the 1993 Pebble Beach Concours d'Elegance on August 22, near Carmel, California, I photographed this green 1937 Single Side mounted Buick Special Station Wagon with body by Wildanger. This Buick "Woody" has had a seal beam conversion and the headlight trim rings were painted the body color instead of being chromed. The cars were placed on the 18th green overlooking Carmel Bay and the Pacific Ocean. What a gorgeous setting for a car show!

WOODY BUICK

By Harry Logan



The wagon has a side mounted on the passenger side only! This is the first single side mounted Buick I have ever seen. Notice the use of a 1938 trunk medallion and upside down 1937 license plate light. The taillights have been chromed instead of being painted.



The dashboard has been re-wood grained in a lighter shade than original, probably to match the wood paneling. The clock appears to have been replaced with a pocket watch!

BUICKS & COVERED BRIDGES



Line up of beautiful cars at the 1993 Eastern Meet 1937-1938 Buick Club in Maysville, Kentucky.

On Thursday, August 19, 1993 the twenty three participants began to convene at the Ramada Inn in Maysville, Kentucky. 1937 and 1938 Buick lovers came from as far west as Falcon Heights, Minnesota, as far north as Rogers City, Michigan, as far east as Pennsauken, New Jersey, and as far south as Winchester, Virginia. The weather was hot, as it had been for sometime, but not too hot for someone to break out a hose and a bucket so the Buicks would look their very best. As always, the cars were the center of attention among local people and other guests at the motel. Although at first we met in the lounge, we soon found it better to move to the parking lot where we could compare notes on the best way to make a particular repair or adjustment, suggest a new or better manner to bring a car to perfection or at least improve on its overall operation.

Lou Wildt (#245) had no ideas of letting the sleepyheads indulge themselves on Friday morning. Up and at 'em at 9 a.m. The cars were lined up and ready to go with rides arranged for those who had come in something less than a 1937 or 1938 Buick. And we were off! Across the bridge to the Ohio side, then onto the side roads with scenery galore together with diminished speed. Why mention the speed? Well, the roads that Lou picked had mighty little tangent...a curve to the right, a curve to the left, a narrow

bridge....watch out, someone's coming so get over to the verge. If we got over 35 m.p.h. it was foolhardy, so we soon learned to slow down and enjoy this real trip to the past. At last, we got to one of the highlights of the trip....the George Miller Covered Bridge. As this was a featured picture stop, we maneuvered each car onto the bridge and into a favorable spot so that pictures could be taken.

When the cameras had done their work, we headed toward West Union and the home of Ken and Mary Moore. They have a nice collection of cars, albeit mostly Cadillacs. Ken's restoration work is great and I think we secretly wished our Buicks were in as good condition. Ken also has a nice collection of automobilia such as gas pump globes, license plates, and the like. Also, though not auto related, he has around 300 vacuum tube radios...we didn't ask him to play them all! To top it off, Mary had prepared some very delicious snacks which were very difficult to resist.

As it was now about 12:30 p.m., we headed back to Maysville by a more direct route and to Caproni's restaurant where Lou had arranged for a private dining room overlooking the Ohio River. The food and conversation were just great...when we left we were on our own for the afternoon. Some took a nap, others continued parking lot conferences, while others went to Maysville and/or nearby Washington, Kentucky

1993 EASTERN MEET

By
**Daniel
McLaughlin**
(#466)

to check out the local points of interest. Both towns have most interesting histories and one could spend a lot of time visiting old buildings, museums and antique shops.

Saturday morning we were joined by Marv and Phyllis Rhynard and Dick and Virginia Gaus. All of us had hoped that Marv would have driven his superb 1938 Century, but we were disappointed as he came in a modern car.

Our Saturday tour followed the Ohio River on the Kentucky side and, sure enough, brought us to still another covered bridge near Dover. Once again picture taking was in order. We were visited while in this process by a local resident driving a golf cart and accompanied with her two dogs, one riding beside her sitting upright on the seat and another running along beside.

At Augusta, Kentucky we crossed the river on one of the last ferries, then drove to the

Meldahl Dam where everyone climbed to the top of the observation tower to watch a towboat and small recreational boats pass through. We then headed back, stopping at a charming riverside restaurant in Ripley for lunch. Afterward, we returned to Maysville by Aberdeen, Ohio, crossing on the Simon Kenton Bridge. The rest of the afternoon we were on our own.

The finale was the banquet held in the Ramada Inn dining room where we enjoyed our choice of prime rib or chicken. We dispensed with speechmaking, but had a fine time recounting our experiences of the weekend. All were agreed that Lou Wildt had arranged a truly memorable meet. We are looking forward to meeting together again in 1994.

Everything was wound down Sunday morning with the members departing for home. If you weren't there, you missed a good time....all of us hope that you'll be with us next year.



Karl Anderson's (#47) 1937 46C at Dover Bridge, Kentucky, during the Eastern '37/'38 Meet.

THE FAMILY HEIRLOOM

By Terry Pagano (#961)

My grandfather came to this country from his native Italy in 1908. He and his cousin had heard stories about the wonders of American and decided to investigate. They left their families in Italy until they were settled in the U.S.A. My grandfather was a carpenter by trade and his cousin was a baker. They started their businesses, each helping the other until the time was right to bring their families over from the old country.

My father, his sister and my grandmother came to the US. in 1910. By then grandfather had established himself and things were going well.

My dad started working with his father at the tender age of nine years. By 1926 Dad had eight brothers and six sisters. All the boys worked for my grandfather in his construction business. There was always a need for all types of vehicles, cars, trucks and special equipment. Because of this there always cars around. Grandfather favored Buicks, so the family always had at least two.

As the years passed, one of my dad's sisters decided to become a nun. After my aunt completed her vows, she could visit the family one Sunday a month. So my Grandfather decided to buy a new 1937 Buick Special four door sedan Model 41 for her use. My aunt did not drive, so one of her brothers would pick her up at the convent and drive her home to Newark, New Jersey. After her visit, which only lasted one day, she would be driven back to the convent. She had to be there before nightfall. This went on for nearly twenty years!

When I became a licensed driver in 1957, I would take grandfather shopping in the Buick.

I had my own car at the time, but granddad insisted we use the old Buick. I would tease him about how old the car was, but he loved that car. By now the car needed paint and the wartime



tires were in poor shape. I would tell him to spend some money on the car and get it in shape. But he said that I should do that after the Lord took him away. Grandfather died in 1969 at the age of eighty nine!

Ten months later, I acquired the Buick from his estate with 14,254 miles on it. I had it painted, some chrome re-done and replaced the hoses, belts and those old tires.

In 1977 General Motors got in touch with me to see if I would display my Buick at their Linden, NJ. assembly plant. I was more than happy to display "The Family Heirloom". At this time, I spoke to the plant manager about working for GM. The company I was working for was going out of business in a matter of weeks. I got the job and within a year I was made a supervisor in the tooling department. I've been with GM for sixteen years now and I have displayed my car several times at company shows and functions.

In 1989 I decided to restore the Buick to its original glory. It's almost completed with only some assembly and the running boards to be finished. The car has all the original tools and papers including the original bill of sale with grandfather's signature on it, the battery card, clock booklet, shop manual, owners manual and lube chart. It now has 18,508 miles on it.

My Buick was built in the Linden assembly plant on July 25, 1937. Forty years to the day later I started my Buick career working at the Linden plant!

1993 BCA NATIONALS IN PHOENIX ARIZONA

By Cecil Don (#637)

As most of you know who are members of the Buick Club of America the 1993 Buicks Nationals were held in Phoenix, Arizona last July. With so many fine buicks in attendance we should feel proud that some of our own people won top awards for their beautiful entries. The weather was, as Arizona temperatures can

be in July, VERY HOT. But that didn't seem to stop the many buick lovers from traveling down to the southern part of the U.S. of A. to take part in "The Place to be in '93". The photos you see here were taken in the covered garage of the local hotel. I wanted to preserve the moment before they all melted from the heat.



Congratulations to **Dave and Joy Powell** (#914) for winning first place with their gray 1937 Trunk Back Sedan Model 41. This car was restored several years ago by **Ken Schmidt** (#736) of Sacramento, CA.



Congratulations to non-member **Earl Timko** for winning second place with his maroon '38-46 factory side mounted Special Business Coupe. If you recall two issues back we published an article on the rarity of a '37 factory side mounted business coupe. Earl's has owned his coupe for 30 years.



Congratulations to **Bill and Karren Schaeffer** (#622) for winning third place with their maroon 1937 Century Slant Back Sedan Model 67. Both Bill and Karren are very instrumental in organizing and co-ordinating tours and meets on the West Coast for our '37/'38 Buick Club.

Great Gatsby Day

By Harry Logan



The Art Deco Society of California holds its annual Great Gatsby Day at historical Dunsmuir Mansion in Oakland. You enter the grounds through an archway and follow a half mile winding driveway until you reach the stately 37 room mansion. This architectural icon typifies an era that coexisted with this stately 1937-48 Buick Special Sedan.



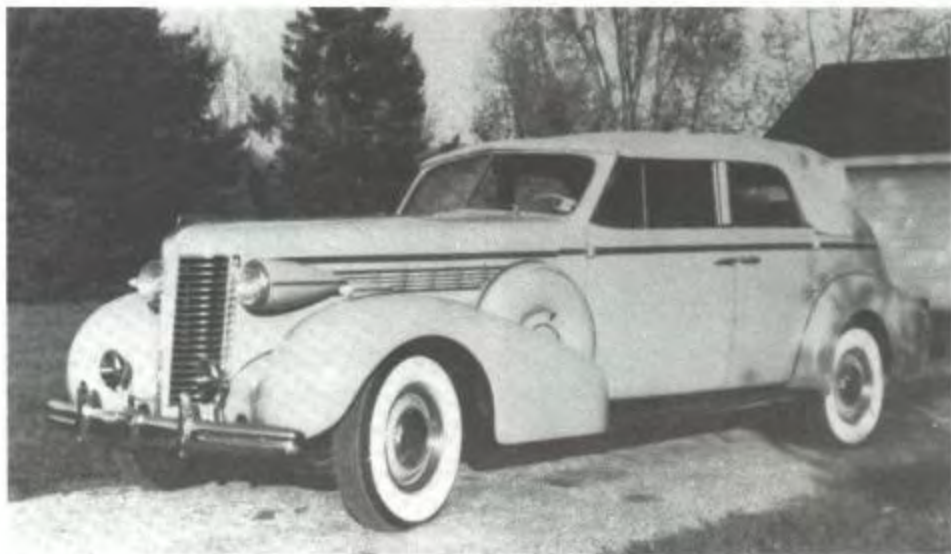
At this year's Great Gatsby Day celebration there was even a wedding. Note in the top photo an old Victrola in the foreground. **Bill and Karren Schaeffer** (#622) drove up from Southern California in their 1974 Buick Convertible which did not fit the criteria for the Gatsby Day so and I loaned them my 38-66S. In the background is Michael McMillen's 38-81F Roadmaster Formal Sedan. The Art Deco Society also gives awards for the most authentic wardrobe, picnic layout and of course the vehicles. In the photo at left is our illustrious Roster Editor **Jim Flack** (#499) and his wife **Rachael** doing the Lindy. Check that straw hat and wing tip shoes Jim's wearing. Rachael seems to be keeping her feet in a safe area. This couple really loves the Art Deco era and takes great pride in being part of this Great Gatsby Day Party.



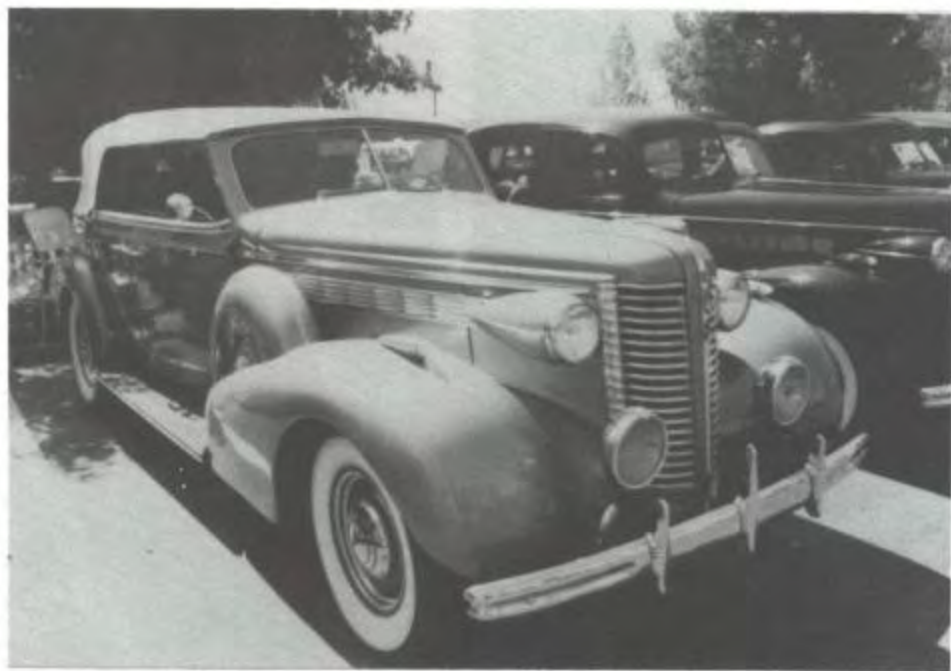
This photo of a beautiful beige 1938 Roadmaster Convertible Phaeton Model 80C is from a period Buick ad. The ad states that it'll accelerate from 10 to 60 mph in 18 seconds! The cost was \$1983 delivered at Flint.

Phaeton

By Harry Logan



This beige 38-80C belonged to Joe Giordano (#333) who sold it in 1983 to a Buick dealer in the Detroit area. Not all 1938 Roadmaster sedans had sidemounts, but I believe all Roadmaster phaetons did.



Landy Brakke (#455) owns this impressive beige 38-80C. Landy's car has the optional center grille guard in place of the bumper badge. The grill guard cost \$1.85 new. Landy, could your 80C still possibly do 10 to 60 in 18 seconds?

Phantasy



This 38-80C was offered for sale in a Hemmings ad earlier this year. It now belongs to non-member Bob Adams in Franksville, Wisconsin.

The Old

FAMILY ALBUM

By Harry Logan

Would you like to see one or two old photos featuring our Buicks in each issue? If so, please send me any photos you have and I'll re photograph them and return them to you. Here are a couple I acquired recently at a local car show.

Here is a young couple with a box camera in a photo dated March 1, 1942. That means this photo was taken less than three months after Pearl Harbor and a month after U.S. auto manufacturers stopped producing cars and started war production. At this time, the Allies were on the defensive. The Axis looked like they might win the war. This man probably was called up for military service shortly after this photo was taken.

Looking at the license plate and frame with a strong magnifying glass, I learned they were from Long Beach and the car has 1942 California plates. Because the steering wheel is dark, I believe the car is a Century and not a Special. That would make it a Sport Coupe Model 66S with opera (jump) seats. Buick built 1991 of these.

Note the tires appear to be single and not the double whitewalls one usually sees on cars of this period. The car has the front bumper badge and horseshoe grille guard, sidemounts, spotlight and an after market whip antenna behind the spotlight.

In this black and white photo, the car appears light colored which means it is probably #522 Corot Beige. Corot Beige was the lightest color Buick offered in 1938. Members **Thom Schuttish** (#6) and **Howard Villancourt** (#440) both own Corot Beige side mounted 1938 Buick Century Sport Coupes!

The photo at the bottom appears to be a photo of a mother and daughter out in the



Virginia countryside. The '38 Buick has District of Columbia plates with no date on them. It's probably summertime based on the way they're dressed and the fact that the car's cowl air vent is open. The car has the same bumper badge and accessory grille guard shown in the top photo. The license plate frame is the round telescoping type. Some members, like **Wayne Chan** (#140), have original ones on their Buicks. If you can't find those original type frames you can get repros from Bob's Automobilia.

BUICK LOOK-A-LIKE



This 1937 Studebaker President Regal Sedan looks similar to the 1937 Buick Century Sedan shown in the photo below. Both have similar sidemounts, hood mounted head lights, fender parking lights, dual bumper guards and rear suicide doors. The 1937 Studebaker President was priced at \$1215 and represented their most expensive model for that year. It had a 125" wheel base versus 126" for the Buick century. The Studebaker's 115 HP 250 c.i. L-head 8 didn't quite match Buick's 130 HP 320 c.i. OHV 8. Studebaker offered a sun roof in 1937 while Buick's first sun roof wasn't until 1939.



This 1937 Buick Century sedan model 61 is owned by **Charles Van Koten** (#388) of Napa, California. This is the first of 3 restorations he has done on '37 Buicks. Two issues back, we featured his beautiful '37-80C. And his '37-66S Samarra Beige Sport Coupe won the 1992 Best Prewar Non classic title at the Silverado Concourse.

TRIVIA TIME

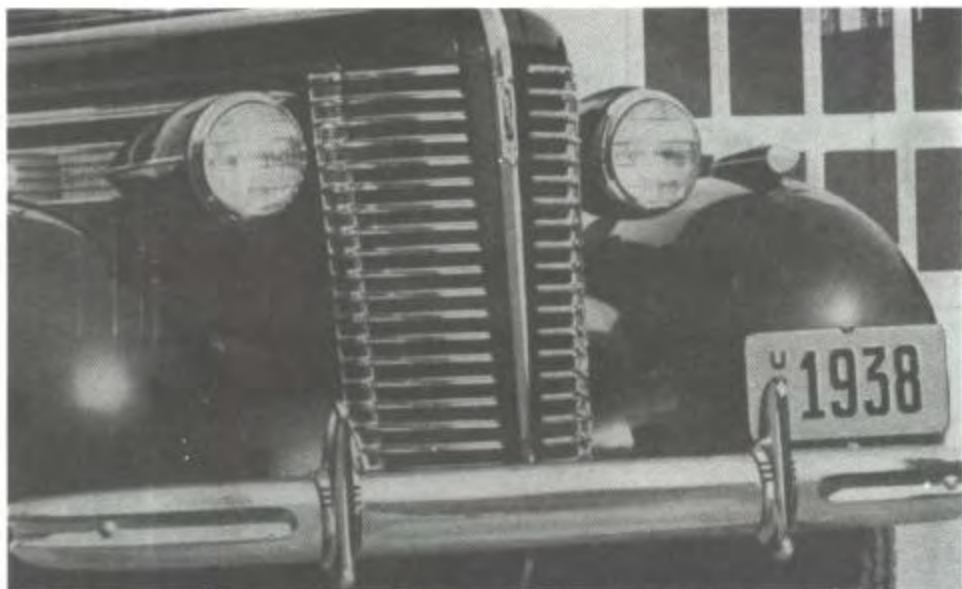
By Harry Logan #651

1938

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OLD 1938 CALENDAR STILL WORKS TODAY

Did you know that the 1994 and the 1938 calendars are one and the same, so make a copy and keep this one handy for next year. By the way, this calendar year of 1993 is the same as the 1937 calendar. (Ed. Thanks for these go to **Charles Jekofsky** (#524) of Washington, DC. Charles is the only person I know who can name all six Japanese carriers that were involved in the attack on Pearl Harbor).



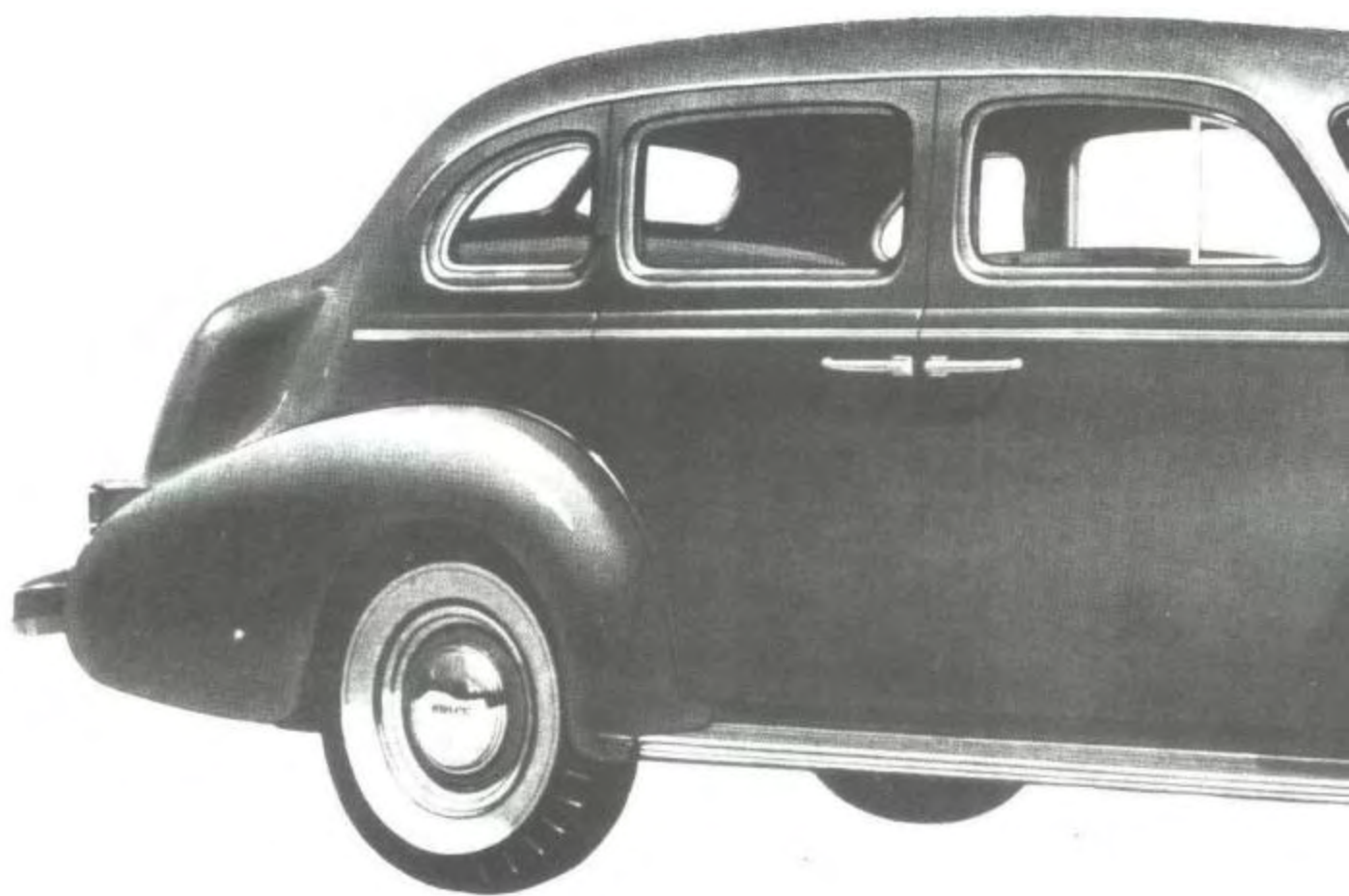
HOW MANY BARS?

How many bars are there in the US.?.....No, I mean how many bars are there in the grill of a 1938 Buick?.....19 per side, 38 total.

THIS NOS COIL HAS A RING TO IT!



Here's something you don't see often, a NOS 536H ignition coil right out of a previously unopened box. It even came with the short wire that goes to the distributor. The 536H coil was used on all 1937 and 1938 Buicks. It's most distinctive characteristic is the brass ring around the top.



Century

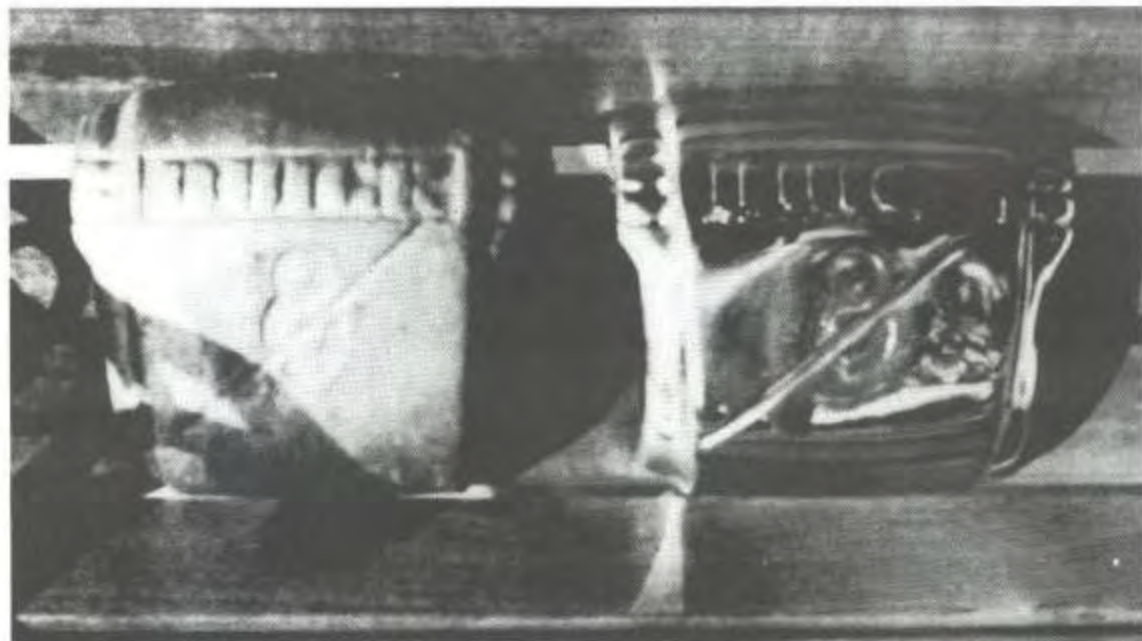
S E R I E S 6 0



The 1937 Buick Century Trunk Back Four Door Touring Sedan was Buick's best seller in the Century line. It had a factory list price of \$1060. This was probably the price without sidemounts. Buick made 20,679 Model 61's in 1937. In 1938, only 12,364 were made due to a downturn in the economy. (Sound familiar?). Note the car has double-sided whitewall tires in this period Buick publicity photo.

1938 BUMPER BADGE & GRILLE GUARD PROJECT

By Mick Whiting (#381) in Australia



Members may recall a request from me to borrow a '38 horseshoe Grille Guard so that I could copy one for my car. We don't have any in Australia as our Buicks have Holden bodies which have different bumpers than our Fisher cousins. As my car is a Fisher, I wanted this accessory. Well.....my search was not in vain. Shortly after the Torque Tube with my letter in it appeared, I was contacted by **Ed Doucette** (#220) who let me use his Grille Guard as a sample.

With the arrival of Ed's Grille Guard and with my own Bumper Badge I now had the samples from which to cast the new ones. Then I had to find a foundry that was capable of reproducing the items in bronze and was sympathetic to the rarity and importance of the samples. I located a suitable firm but it was 50 miles from home which made dropping off and picking up difficult.

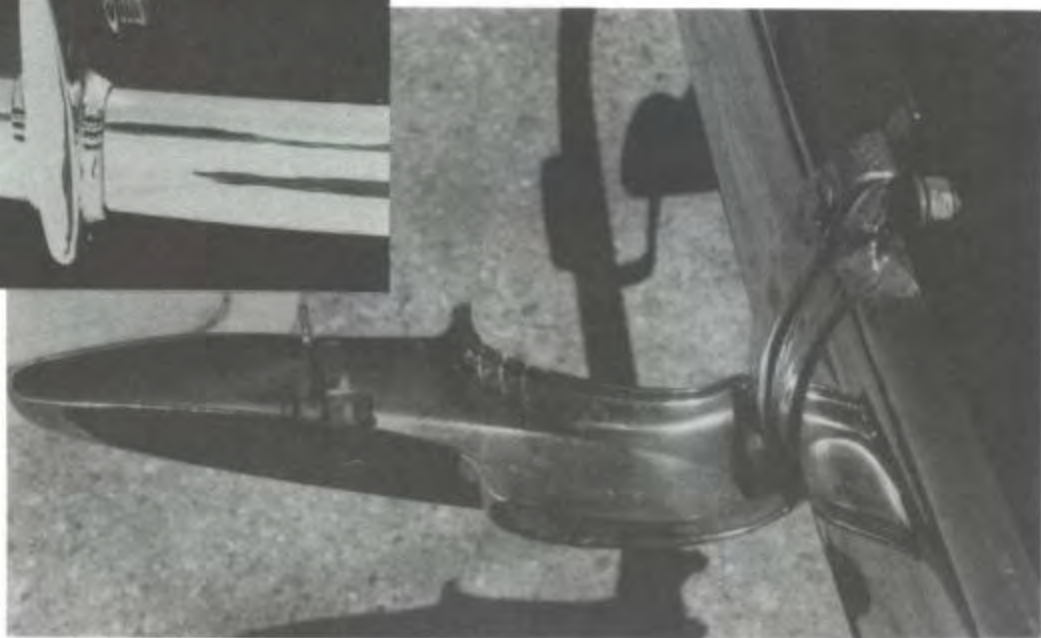
Next, I had to dress up the rough castings, make sure they fitted the contour of the bumper, remove any drags, re-etch some of the relief and polish them. Then before chrome plating the castings, I had to do some minor machining, drilling and tap the threads.

Now I am pleased to report that the job is done. I have returned Ed's Grille Guard and a reproduced Bumper Badge copied off of mine. I have an original Bumper Badge and a reproduced Grille Guard copied off of Ed's.

My original plan to reproduce these items en masse is now on hold. The costs were higher than I thought plus the air fare to ship them to the U.S.A. is a killer. I would be happy to hear from anyone who is interested in this project, but unless interest is strong, I don't think I'll go ahead with the project.

1938 REAR CENTER 'FOLDING' BUMPER GUARD

By Harry Logan (#651)

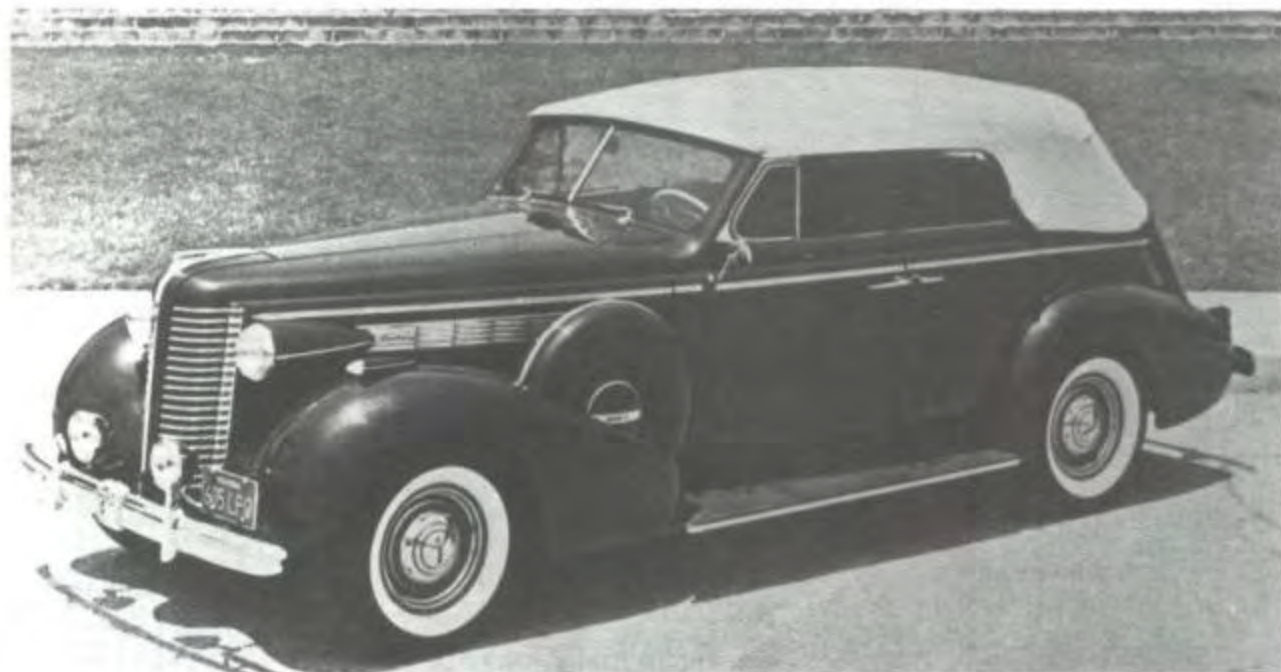


The rear center guard part number 980568 cost \$2.95 new. It bolts to the rear bumper using two "U" shaped clamps. It is hinged so it can fold down to allow opening sedan trunks. Coupe trunks open without needing to fold the guard down. The guard is held upright by a latch. It is not spring loaded.

This guard is very hard to find. I have never seen one for sale and was very fortunate to get mine. Unbeknownst to me, **Wayne Chan** (#140) had one in the trunk of his 1937 Buick sedan. One day while visiting me, he simply said: "Would you like this?"

1938 CENTURY PHAETON REAR WINDOW (the discussion continues)

By Harry Logan (#651)



This beautiful maroon Buick 1938 Century Phaeton Model 60C belongs to **Jerry Beall** (#606) of Portland, Oregon. Ed Jensen of the Smokin Oldies Restoration Shop in Torrance, California restored the car around 1970. At that same time, Ed Jensen was restoring and painting **Charles Jekofsky's** (#524) '38-61 the same shade of maroon.

Bill Denney (#863) of Australia is also restoring his 1938 Century Phaeton Model 60C. Bill wrote in response to the **Guy Bennett** (#161) in the Volume XI, Number 3 article on Convertible Top Rear Windows. Bill says that photos of his car taken by the previous owner show the rear window did not have the center bar. It was similar to the photo of the rear window on Andy Diem's

1937 Special Phaeton shown in the article.

Bill purchased in the US what was described as an original frame for a '38-60C. He dismantled the two halves to find the part numbers. These are 930-0 and 930-1. His frame is 30" long with a 9 1/4" tall center bar. It looks similar to the photo of **Jack Brady's** (#751) '37-60C in Guy Bennett's article. So maybe Century phaetons had different rear windows than Specials?

Bill also says his '38-60C, which was made in the US, does not have an adjustable front seat. Does any member know if this is correct or have any information for Bill on '38-60C rear windows? This give and take through open dialog is what makes this '37/'38 Buick Club an important part of your restoration. We need your input.

1938 BUICK TRUNK MEDALLION GASKET?

By Harry Logan (#651)

Technical TIPS



The medallion was installed at the factory directly on the painted trunk surface with two 10-24 screws that extended through the trunk. Nuts and washers were placed on the inside of the trunk. Bob's Automobilia sells a rubber gasket to protect the trunk surface (DE-38...\$7.50 each) that I think looks better than without it and also protects the paint. The medallion is chrome plated brass with both the "BUICK" and the "8" background painted red. I used a small bottle of red model airplane paint.

NEW Members

Charles Ross (#1015)
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'38-41

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'37-80C

Ted Taylor (#792)*
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(310) 641-6566
'37 & '38 Specials
(under restoration)



Parts FOR SALE

NOTICE!
All Ads are now
free to members &
non-members.

◆ 1938 BUICK PARTS

| | |
|---|--------------|
| NOS Front muffler clamp..... | \$ 20. |
| Headlight switch knob (Original good plastic)..... | \$ 10. |
| NOS Starter vacuum switch..... | \$100. |
| Used vacuum starter switch..... | \$ 75. |
| Coupe trunk handle..... | \$ 45. |
| Clock..... | \$ 25. |
| Headlight ring..... | \$ 20. |
| Portable 6 volt Trouble light..... | \$ 25. |
| Tail lights with lenses..... | \$ 85. / set |
| Parking light pot metal (good condition)..... | \$100. / set |
| Front Center Sharks Tooth Bumper Guard..... | \$ 50. |
| Right and left Engine splash pans for a Special..... | \$ 50. / set |
| Rear Axles for Century or Special..... | \$ 50. / set |
| NOS Rear Muffler Hanger (Century or Special)..... | \$ 45. |
| Complete Front end rebuilding kit for a 40-60 Series. (Includes NOS king pins and bushings, upper knuckle threaded pins and threaded bushings, lower control armshafts and threaded bushings and lower knuckle threaded pins)..... | \$275. / set |
| NOS Master Cylinder for a Century..... | \$ 35. |
| Used fuel pump (60-80-90)..... | \$ 25. |
| Carburetor rebuild kit (60-80-90)..... | \$ 20. |
| Rebuilt Marvel Carb with choke and starter switch(60-80-90)..... | \$150. |
| Hydraulic lifters, cam, rocker assembly, push rods etc.(60-80-90)..... | \$200. |
| Center stainless hood strip for a Limited..... | \$ 80. |

◆ 1937 BUICK PARTS

| | |
|---|--------------|
| Bumper Guard..... | \$ 25. |
| Rear Muffler Hanger (NOS)..... | \$ 45. |
| Front Muffler Clamp (NOS)..... | \$ 20. |
| Rebuilt Marvel Carburetor (60-80-90) with choke and starter switch..... | \$150. / set |
| NOS Century master cylinder..... | \$ 35. |
| Headlight Ring..... | \$ 20. |
| Portable 6 volt trouble light..... | \$ 25. |
| Complete front end rebuilding kit for a 40-60 Series..... | \$275. / set |
| Hydraulic lifters, cam, rocker assembly, push rods etc.(60-80-90)..... | \$200. |

All prices plus shipping. Call between 5:30pm and 9:30 pm EST.
Monday to Friday. Anytime on Saturday or Sunday.

David Bylsma (#117) → → → → → → →
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(410) 551-7236

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WANTED**

**1938 Rear Bumper
Gravel Guard.**

Parts FOR SALE



◆ 1938 Buick:

Complete grille shell, glassbead cleaned, in primer.....\$300.
Complete engine with manifold, bell housing, flywheel, pressure plate,
clutch. No carburetor.....\$200.

◆ 1937 Buick:

Two steering wheels with column and complete
steering gear boxes with arm.....\$100. each

Ted Taylor
5901 Canterbury Dr. #3
Culver City, CA. 90230
(310) 641-6566

◆ 1937 & 1938 Buick Parts:

Cosmetic and Mechanical, New and Used plus sheet metal. Call or write with
your needs. Also reproduction plastic knobs and escutcheons.....\$5. each

Frank Guildner (#417)
10534 Nassau Ave.
Sunland, CA 91040
(818) 353-4303

◆ 1937 Buick:

80/90 series Sidemount Fenders, two pair, with some but not all cover
pieces and hardware. Also 80/90 series Hood Halves.

*All parts in rough but restorable condition. They cannot be shipped; you must pick up.
No reasonable offer refused.*

Bill Olson (#427)
842 Mission Hills Lane
Colombus, Ohio 43235
(614) 436-7579



Parts

FOR SALE

Ed. Long time member Lauren Matley (#46) is selling his 23 year collection of Buick parts. Thanks Lauren for helping to get some old Buicks back on the road.

◆ All parts are used and for 1937 40 Series unless noted otherwise.

| | |
|--|-----------|
| Instrument cluster w/fuel, temp, speedometer (glass broken)..... | \$ 15. |
| Instrument cluster mask w/stainless surround trim..... | \$ 5. |
| Set amp/temp gauges..... | \$ 8. |
| Two NOS Stewart Warner Speedometer cables w/housing..... | \$ 25. ea |
| OEM Radio w/knobs/face/face plate..... | \$200. |
| Radio chrome speaker grille..... | \$ 20. |
| Restored radio speaker grill screen (new fuzz)..... | \$ 18. |
| Banjo steering wheel core (nice)..... | \$ 35. |
| NOS Delco Remy distributor w/vacuum advance less cap..... | \$ 95. |
| NOS Delco Remy 1118315 4 post voltage regulator..... | \$200. |
| NOS Delco Remy 1866167 Starter Relay Switch..... | \$ 65. |
| Starter solenoid..... | \$ 20. |
| Manifold vacuum starter switch (Used, rebuilt, exchange)..... | \$ 45. |
| Two replated headlight bucket/reflector adjusting rods..... | \$ 5. ea |
| Headlight bucket stainless trim strip..... | \$ 15. |
| Two new headlight terminal block to head lamp wire harness..... | \$ 20. pr |
| Tail light assembly complete w/lens (nice)..... | \$ 30. |
| Tail light lens door (good)..... | \$ 8. |
| Center trunk light "Buick" lens (near mint)..... | \$ 35. |
| Slant back sedan center tail light housing w/stainless (nice)..... | \$ 45. |
| Four NOS parking lamp bullet lenses..... | \$ 25. ea |
| Used parking lamp bullet lenses (nice)..... | \$18. |
| Two reproduction parking lamp bullet lenses..... | \$15. ea |
| Two multi-beam headlight lenses..... | \$15. ea |
| Two re-chromed headlight lens retainer trim rings..... | \$40. ea |
| Eight reproduction cloisonné "Buick 8" grille badges..... | \$45. ea |
| Pair hood/grille trim and latch (fair)..... | \$10. pr |
| Pair of "Special" hood inserts (nice)..... | \$35. pr |
| Fifty new body stainless trim clips (like original)..... | 25¢ ea |
| Twenty new hood stainless trim clips (like original)..... | 35¢ ea |
| Pair hood stainless trim moldings (nice)..... | \$60. pr |
| Pair front door stainless trim molding for 4 door sedan..... | \$30. pr |
| Pair rear door stainless trim moldings for 4 door sedan..... | \$30. pr |
| Pair cowl stainless trim moldings for 4 door sedan..... | \$40. pr |

EDITORS NOTE

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just call and dictate it to me.
My number is (415) 941-4587
day or evening or leave it on my
answering machine if I'm not home.

Parts FOR SALE



(Continued from Page 24)

| | |
|---|----------|
| Pair rear quarter stainless trim moldings for 4 door sedan..... | \$35. pr |
| Two re chromed exterior door handles (excellent)..... | \$45. ea |
| One exterior door handle (nice)..... | \$12. |
| Two interior door handles (nice)..... | \$ 8. ea |
| Interior window crank (nice)..... | \$ 6. |
| Re chromed hood ornament (nice)..... | \$ 35. |
| Left front vent pane frame and retainer housing (good)..... | \$ 15. |
| Right front vent pane regulator assembly (good)..... | \$ 10. |
| Rear inner fender gravel shield (blasted and primed)..... | \$ 15. |
| Four NOS fuel line/wiring to frame clips..... | \$ 3. ea |
| NOS Stromberg AAV-1 Carb kit for '38 40 series..... | \$ 15. |
| NOS Stromberg AA-1 Carb kit for '37 40 series..... | \$ 15. |
| NOS Fuel Pump..... | \$ 15. |
| Used Fuel Pump..... | \$ 8. |
| Two new EIS Front wheel brake cylinder kits..... | \$ 6. ea |
| Perfect metal finished right rear fender ('37-40C & sedan)..... | \$375. |
| Two NOS 1258971 Oil filler caps..... | \$12. ea |
| Three used Trico wiper motors..... | \$10. ea |
| Used thermostat & water bypass housing assembly..... | \$ 15. |
| Pair of windshield wiper arms..... | \$ 5. pr |
| Rear license plate vertical bracket (nice)..... | \$ 8. |
| Horn button retainer (banjo)..... | \$ 8. |
| Running board to frame bracket (blasted)..... | \$ 5. |
| NOS master cylinder (less piston & cups)..... | \$35. |
| Four NOS gearshift lever repair kits..... | \$20. |
| NOS torque ball bushing..... | \$10. |
| NOS torque ball cap oil seal (tapered lip)..... | \$15. |
| NOS torque ball to transmission cap..... | \$35. |
| NOS U-joint..... | \$55. |
| NOS transmission case..... | \$40. |
| NORS cluster gear | \$60. |
| NORS water pump repair kit..... | \$25. |
| New transmission gasket set..... | \$18. |
| New 180 degree thermostat..... | \$ 5. |
| Reconditioned water pump..... | \$25. |
| Used water pump..... | \$10. |



Parts

FOR SALE

(Continued from Page 25)

| | |
|--|----------|
| Eight new thermostat gaskets..... | 50¢ ea |
| Three new water pump outlet gaskets..... | 50¢ ea |
| New head gasket..... | \$15. |
| New valve grind head set..... | \$25. |
| Two new push rod cover gaskets..... | \$ 5. |
| New pan gasket..... | \$ 5. |
| New Front timing cover oil seal 1941-53..... | \$ 5. |
| NOS set GM 1393817 1949 insert rods..... | \$200. |
| NOS set Con Rod insert bearings .010 undersize..... | \$ 75. |
| NOS set main bearing inserts .060 undersize..... | \$ 80. |
| NOS set cam bearings..... | \$ 45. |
| Set dome aluminum pistons .40 oversize..... | \$160. |
| Four NOS 1393661 push rods..... | \$ 8. ea |
| Two NOS exhaust valves..... | \$10. ea |
| Two NOS intake valves..... | \$10. ea |
| NORS rocker arm shaft..... | \$ 60. |
| NOS camshaft timing gear (sprocket)..... | \$ 40. |
| NOS timing chain..... | \$ 35. |
| NORS oil pump repair kit (overhaul w/gears) 1940-52..... | \$ 35. |
| Pair new rear axle grease seals..... | \$15. pr |
| Pair new front hub grease seals..... | \$15. pr |
| Used transmission torque ball housing and drive shaft bearing..... | \$ 15. |
| Used clutch throw out arm..... | \$ 5. |
| Used clutch throw out arm spring for dust cove..... | \$12. |
| Used clutch throw out arm retainers and spring..... | \$ 5. |
| Eight new 1154 Sylvania miniature lamp bulbs..... | \$ 1. ea |
| Three new 1158 Sylvania miniature lamp bulbs..... | \$ 1. ea |
| Eight new 1195 Sylvania miniature lamp bulbs..... | \$ 2. ea |
| Good running correct 1937 engine (shipping extra)..... | \$300. |
| Used complete transmission (shipping extra)..... | \$ 75. |
| Used hood assembly (very nice) (shipping extra)..... | \$150. |
| Radiator (reconditioned, excellent)..... | \$175. |

Lauren Matley (#46)
3119 S.E. Spyglass Dr.
Vancouver, WA. 98684
(206) 254-1944

Parts FOR SALE

Parting 1937 and 1938 Specials, also a 1937 Limited.
The following list is just a portion of the available parts.

◆ 1938 Buick Parts:

| | |
|--|-----------|
| Large series transmission mount..... | \$ 25. |
| Headlight buckets..... | \$ 30. pr |
| Headlights, complete..... | \$125. |
| Special sidemount fenders & hardware, no covers..... | \$500. |
| Trunk pan & wheel wells, no rust..... | \$100. |
| Heater..... | \$ 75. |
| Heater core..... | \$ 20. |
| Trunk lights..... | \$ 40. |
| Tail lights, complete..... | \$ 75. pr |
| Fender lights with lenses..... | \$100. pr |
| Bumper guards..... | \$ 10. ea |
| NOS tail light lens..... | \$ 20. |
| Trunk lid, clean..... | \$ 50. |

- ◆ Limited side mount fenders with all hardware & 1 cover,
rear fenders, tail lights, jump seats, vent windows, garnish
moldings, radiator, 320 motor, sun visors, steering sector,
hood vents, rear axles, front suspension parts and other
miss. parts.....\$750. takes all or will separate.

◆ 1938 Buick Parts:

| | |
|------------------------------------|-----------|
| Special air cleaner..... | \$ 40. |
| Defroster ducts..... | \$ 15. pr |
| Buick Eight clock hole filler..... | \$ 15. |

◆ 1937 & 1938 Parts:

| | |
|-----------------------------------|-----------|
| Special doors, no rust..... | \$ 50. ea |
| Special running boards..... | \$ 75. pr |
| Trunk hinges..... | \$ 40. pr |
| Special motor mounts..... | \$ 15. pr |
| Special rear ends..... | \$ 75. |
| Transmissions..... | \$ 75. |
| Roadmaster dome light lenses..... | \$ 25. |

All parts plus shipping, please call before 9 pm CST.

Dave Tacheny (#997)
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- ◆ 1937 Buick Special Model 41 Four door Trunk Back Sedan.
Restored: New paint, upholstery, windows, chrome, windshield, interior trim regrained, rebuilt engine, suspension, radiator, starter, generator, transmission, clutch, and brakes. New wiring harness. New white wall tires. Comes with spare tire.....\$11,300.

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- ◆ For a 1938 Buick: Pair of Headlight Lenses, Pair of Tail Light Lenses, Rear Left Fender bulls-eye Gravel Guard, Trunk Medallion, Horse Shoe Front Grille Guard, Left Rear Fender.
- ◆ For a 1937 Buick: Pair of Bumper Guards, One stainless side mount Tread Cover Trim Ring, Sharks Tooth Grille Guard that mounts in center of front bumper, Stromberg AA-1 Carburetor.
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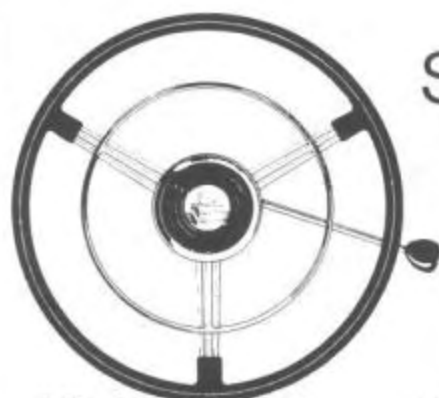
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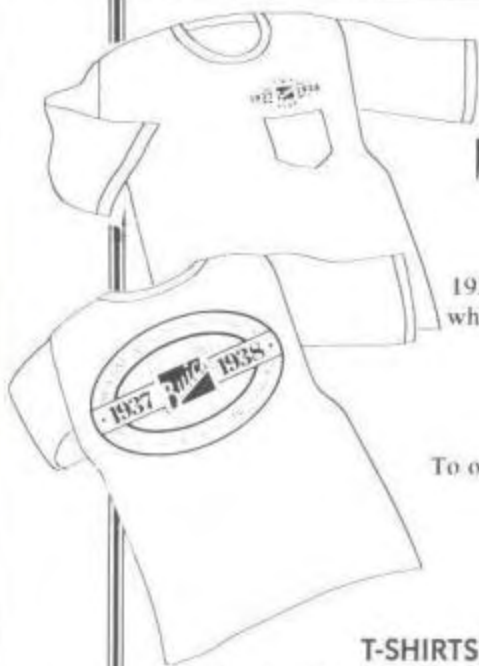
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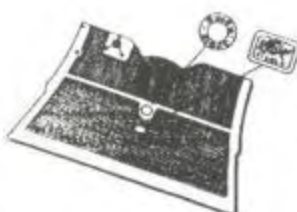
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DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.70 ft.
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TRUNK SEAL-SEDANS, 1/2" Wide;
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Ser. 40-60.....TW-371S.....\$29.50



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CLUTCH and BRAKE PEDALS Series 40-60
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Brown.....CB-32BN.....\$8.50 ea.



PEDAL FLOOR SEALS; All Models
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1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back.....AP-37BK.....\$27.00
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SHIFT BOOT, 1937-38 Series 40 ONLY!
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Brown.....SB-348BN.....\$10.50



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FUEL PUMP KITS; SER. 40 FK-24.....\$25.00
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TORQUE BALL SEAL KIT, ALL MODELS
TBK-343.....\$26.00

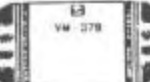
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ARM RESTS (door) METAL BRACKET and
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RUNNING BOARD RUBBER
MATS, 1937-38 Series
40 Only! Requires Some Splicing on Inside Edge.
RM-378.....\$425.00 pr.



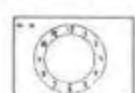
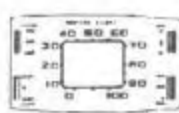
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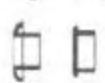
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Back of GLASS in COLORS as
Original. 1937.....SPEEDO DG-37.....\$38.
.....RADIO.....RG-37.....\$23.
.....CLOCK.....CG-37.....\$28
1938.....SPEEDO DG-38.....\$38.
.....RADIO.....RG-38.....\$23.
.....CLOCK.....CG-38.....\$28.



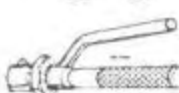
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1 FERRULE & 1 GROMMET Per Set.
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1938.....DGF-380.....\$5./Set



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\$20. Refundable if Returned Within
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DL-368.....\$65.



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FRONT END BUMPERS;
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LOWER.....LB-3X0.....\$22. pr.
1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.
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- Model 41
- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
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- Model 66
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